



Diesel Generator Set

mtu 18V2000 DS1400

380V - 415V/50 Hz/standby power/fuel consumption optimized/
18V2000G76F



Optional equipment and finishing shown. Standard may vary.

Product highlights

Benefits

- Low fuel consumption
- Optimized system integration ability
- High reliability and availability of power
- Long maintenance intervals
- Optimized ratio between size and power
- Wide operating range without derating

Support

- Global product support offered

Standards

- Engine-generator set is designed and manufactured in facilities certified to standards ISO 2008:9001 and ISO 2004:14001
- Generator set complies to G3 according to ISO 8528
- Generator meets NEMA MG1, BS5000, ISO, DIN EN and IEC standards
- NFPA 110

Power rating

- System rating: 1400 kVA
- Accepts rated load in one step per NFPA 110
- Generator set complies to G3 according to ISO 8528-5
- Generator set exceeds load steps according to ISO 8528-5

Performance assurance certification (PAC)

- Engine-generator set tested to ISO 8528-5 for transient response
- 85% load factor for continuous power applications
- Verified product design, quality and performance integrity
- All engine systems are prototype and factory tested

Complete range of accessories available

- Control panel
- Power panel
- Fuel system
- Fuel connections with shut-off valve mounted to base frame
- Starting/charging system
- Exhaust system
- Mechanical radiator
- Water Charge-Air-Cooler
- Oversized voltage alternators

Cooling System

- Air-to-Air Charge-Air Cooling (TD)
- Water-to-Air Charge-Air Cooling (TB)

Emissions

- Fuel consumption optimized

Certifications

- CE certification option
- Unit certificate acc. to VDE-AR-N 4110



A Rolls-Royce
solution

Application data ¹⁾

	Fuel consumption optimized			Fuel consumption optimized	
Engine					
Manufacturer	<i>mtu</i>		Combustion air requirements		
Model	18V2000G76F		Combustion air volume: m ³ /s	1.51	
Type	4-cycle		Max. air intake restriction: mbar	40	
Arrangement	18V		Cooling/radiator system TD		
Displacement: l	40.2		Coolant flow rate (HT circuit): m ³ /hr	46.3	
Bore: mm	135		Coolant flow rate (LT circuit for TB): m ³ /hr	17.5	
Stroke: mm	156		Heat radiated to charge air cooling (TB): kW	285	
Compression ratio	17.5		Input pressure customer radiator (TB): bar (rel.)	1.4	
Rated speed: rpm	1500		Max. pressure loss customer radiator (TB): bar	0.7	
Engine governor	ADEC (ECU 9)		Heat dissipated by engine coolant: kW	475	
Speed regulation	± 0.25%		Heat radiated to ambient: kW	45	
Max power: kWm	1235		Air flow required for mech. radiator (40°C) cooled unit: m ³ /min	1462	
Mean effective pressure: bar	24.6		Air flow required for mech. radiator (50°C) cooled unit: m ³ /min	1776	
Air cleaner	dry		Engine coolant capacity (without cooling equipment): l	73	
Fuel system					
Maximum fuel lift: m	5		Radiator coolant capacity (40°C): l	83	
Total fuel flow: l/min	30		Radiator coolant capacity (50°C): l	106	
Fuel consumption ²⁾					
	l/hr	g/kwh	Max. coolant temperature (warning): °C	102	
At 100% of power rating:	286	192	Max. coolant temperature (shutdown): °C	105	
At 75% of power rating:	210	188	Exhaust system		
At 50% of power rating:	143	192	Exhaust gas temp. (after turbocharger): °C	495	
Lube oil system					
Total oil system capacity: l	110		Exhaust gas volume: m ³ /s	3.95	
Max. lube oil temperature (alarm): °C	103		Maximum allowable back pressure: mbar	50	
Max. lube oil temperature (shutdown): °C	105		Minimum allowable back pressure: mbar	30	
Min. lube oil pressure (alarm): bar	4.5		Generator		
Min. lube oil pressure (shutdown): bar	4		Protection class	IP23	
			Insulation class	H	
			Voltage regulation (steady state)	± 0.25%	
			Rado interference class	N	

1 All data refers only to the engine and is based on ISO standard conditions (25°C and 100m above sea level).

2 Values referenced are in accordance with ISO 3046-1. Conversion calculated with fuel density of 0.83 g/ml. All fuel consumption values refer to rated engine power.

Standard and optional features

System ratings (kW/kVA)

Generator model	Voltage	with mechanical radiator (TD) or charge-air-cooler (TB)**		
		kWel	kVA*	AMPS
Leroy Somer LSA 50.2 L7 (Low voltage Leroy Somer standard)	380 V	1120	1400	2127
	400 V	1120	1400	2021
	415 V	1120	1400	1948
Leroy Somer LSA 50.2 L8 (Low voltage Leroy Somer oversized)	380 V	1120	1400	2127
	400 V	1120	1400	2021
	415 V	1120	1400	1948
Marathon 742RSL7185 (Low voltage Marathon standard)	380 V	1120	1400	2127
	400 V	1120	1400	2021
	415 V	1120	1400	1948
Marathon 743RSL7187 (Low voltage Marathon oversized)	380 V	1120	1400	2127
	400 V	1120	1400	2021
	415 V	1120	1400	1948

* cos phi = 0.8

** BE, fuel optimized: max. power available up to: open power unit 40°C/400m; NOx emission optimized, EPA Tier 2 compl., NEA: standard operating conditions/open power unit 25°C/100m

Electrical outputs may vary depending on generator voltage and ambient conditions. For power outputs consult your **mtu** dealer.

Intake air depression/mbar: 15mbar

Exhaust back pressure/mbar: 30mbar

Engine

- 4-cycle
- Standard single stage air filter
- Oil drain extension & shut-off valve
- Full flow oil filters
- Closed crankcase ventilation
- Governor-electronic isochronous ADEC/ECU9
- Common rail fuel injection
- Dry exhaust manifold
- Electric starting motor (24V)
- Fuel consumption optimized engine

Generator

- Leroy Somer low voltage generator
- Meets NEMA MG1, BS5000, IEC 60034-1, VDE 0530, DIN EN 12601, AS1359 and ISO 8528-3 requirements
- Superior voltage waveform
- Solid state, volts-per-Hertz regulator
- 4 pole three-phase synchronous generator
- Brushless, self-excited, self-regulating, self-ventilated
- Digital voltage regulator
- Anti condensation heater
- Stator winding Y-connected, accessible neutral (brought out)
- Protection IP 23
- less than 5% harmonic distortion
- 2/3 pitch stator windings
- No load to full load regulation
- ± 0.25% voltage regulation no load to full load
- Insulation class H, utilization acc. to H
- Radio suppression EN55011, group 1, cl. B
- Short circuit capability 3xIn for 10sec
- Sustained short circuit current of up to 300% of the rated current for up to 10 seconds (Leroy Somer generator)
- Winding and bearing RTDs (without monitoring)
- Excitation by AREP + PMI
- Mounting of CT's: 3x 2 core CT's
- Voltage setpoint adjustment ±10V
- Sustained short circuit current of up to 250% of the rated current for up to 10 seconds (Marathon generator)
- Marathon low voltage generator
- Oversized generator

■ Represents standard features

□ Represents optional features

Standard and optional features

Cooling system

Air-to-Air Charge-Air-Cooling TD

- Mechanical radiator
- Jacket water pump

- Expansion tank
- Fan

- Thermostat(s)
- Jacket water heater

Water-to-Air Charge-Air-Cooling TB

- Coolant pump
- Manifold with thermostatic valves

- WCAC-base frame with safety covers

- HT-piping with flexible engine connection

Control panel

- Pre-wired control cabinet for easy application of customized controller (V1+)
- Island operation (V2)
- Automatic mains failure operation with ATS (V3a)
- Automatic mains failure operation incl. control of generator and mains breaker (V3b)
- Island parallel operation of multiple gensets (V4)
- Automatic mains failure operation with short (< 10s) mains parallel overlap synchronization (V5)
- Mains parallel operation of a single genset (V6)

- Mains parallel operation of multiple gensets (V7)
- Basler controller
- Deif controller
- Complete system metering
- Digital metering
- Engine parameters
- Generator protection functions
- Engine protection
- SAE J1939 engine ECU communications
- Parametrization software
- Multilingual capability
- Multiple programmable contact inputs
- Multiple contact outputs
- Event recording

- IP 54 front panel rating with integrated gasket
- Different expansion modules
- Remote annunciator
- Daytank control
- Generator winding- and bearing temperature monitoring
- Differential protection with multi-function protection relay
- Modbus TCP-IP

Power panel

- Available in 600x600
- Phase monitoring relay 230V/400V

- Supply for battery charger
- Supply for jacket water heater

- Plug socket cabinet for 230V compatible Euro

Fuel system

- Flexible fuel connectors mounted to base frame

- Fuel filter with water separator
- Switchable fuel filter with water separator

- Fuel cooler (for TD-only)

Starting/charging system

- 24V starter

- Starter batteries, cables, rack, disconnect switch

- Battery charger
- Redundant starter 2x 7.5kW

Mounting system

- Welded base frame

- Resilient engine and generator mounting

- Modular base frame design

Exhaust system

- Exhaust bellows with connection flange
- Exhaust silencer with 10 dB(A) sound attenuation

- Exhaust silencer with 30 dB(A) sound attenuation

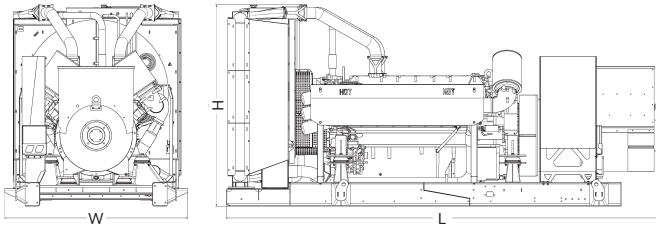
- Exhaust silencer with 40 dB(A) sound attenuation
- Y-connection-pipe

Represents standard features

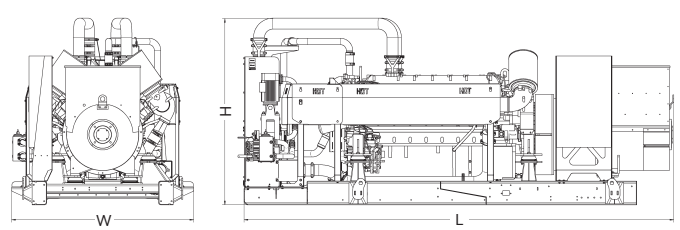
Represents optional features

Weights and dimensions

Air-to-Air Charge-Air Cooling (TD)



Water-to-Air Charge-Air Cooling (TB)



Drawing above for illustration purposes only, based on a standard open power 400 Volt engine-generator set. Lengths may vary with other voltages. Do not use for installation design. See website for unit specific template drawings.

System	Dimensions (LxWxH)	Weight (incl. engine-oil and coolant)
Open power unit (OPU) Air-to-Air (TD)	4720 x 1990 x 2200 mm	7850 kg
Open power unit (OPU) Water-to-Air (TB)	4711 x 1988 x 2046 mm	7500 kg

Weights and dimensions are based on open power units and are estimates only. Consult the factory for accurate weights and dimensions for your specific engine-generator set.

Sound data

– Consult your local **mtu** distributor for sound data.

Emissions data

– Consult your local **mtu** distributor for emissions data.

Rating definitions and conditions

- Standby power apply to installations served by a reliable utility source. The standby rating is applicable to varying loads for the duration of a power outage. No overload capability for this rating. Ratings are in accordance with ISO 8528-1, ISO-3046-1, BS 5514 and AS 2789.
Average load factor: ≤ 85%. Operating hours/year: max. 500.
- Consult your local **mtu** distributor for derating information.